

GET THE FACTS:

CALIFORNIA HIGH-SPEED RAIL

The California High-Speed Rail Authority is responsible for planning, designing, building and operating the first high-speed rail system in the nation. High-speed rail will connect California's megaregions, starting with the Merced to Bakersfield line as the first part of a building block approach. This high-profile project has generated significant publicity, leading to speculation and rumor. It is important to separate fact from fiction.

Myth: High-speed rail is dead in California.



Fact:

Our Draft 2022 Business Plan presents our vision for initiating high-speed rail service in California as soon as possible while positioning ourselves to construct additional segments as funding becomes available.

It is our goal to commence testing of the electrified high-speed system in 2025, certify trains by 2027, and put electrified high-speed trains in service by the end of the decade.

Myth: No one is going to ride high-speed rail if it's just in the Central Valley.

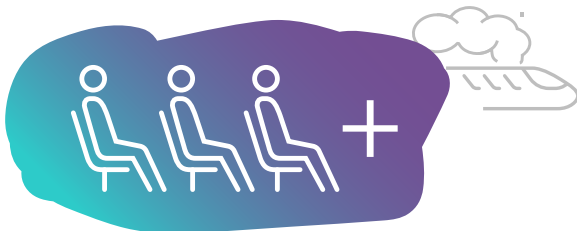


Fact:

The 171-mile line from Merced to Bakersfield connects the three largest cities in the Central Valley, a region of about 6 million people, including three major California universities.

That's more people than 15 states currently have (Wyoming, Vermont, Alaska, North Dakota, South Dakota, Delaware, Rhode Island, Montana, Maine, New Hampshire, Hawaii, Idaho, West Virginia, Nebraska, New Mexico). It will also connect three major California universities and 122 community colleges in the region.

Myth: High-speed won't go past the Central Valley.

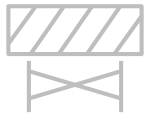


Fact:

High-speed rail is starting with an initial 171-mile segment that will extend from Merced to Bakersfield. At the same time, we are continuing to move forward with environmental clearance in Northern California and Southern California to get these project sections ready for construction.

We have cleared one of the two Northern California sections and two of the four Southern California sections. We will be presenting final environmental documents for the other Northern California section to our Board of Directors in 2022, as we work to clear the two remaining Southern California sections.

Myth: There's no way to get from the Central Valley to San Francisco or Los Angeles.



Fact:

As part of the statewide rail modernization plan, high-speed rail will become the backbone of rail transportation in California.

It will allow for convenient connections including the Altamont Corridor Express service in Merced which will soon have service to San Jose and the east Bay Area, the Amtrak San Joaquins service to Oakland and Sacramento, and connections from Bakersfield to Southern California.

Myth: High-speed rail is just a jobs program.



Fact:

High-speed rail is creating jobs and stimulating California's economy, but that's only part of the story.

There are currently 21 active construction sites spanning 119 miles from north of Fresno to north of Bakersfield, and work has been completed at State Route 99 and the Tuolumne Street Bridge in Fresno.

Myth: High-speed rail has given up on San Francisco and Los Angeles.



Fact:

The Merced to Bakersfield line is the first building block for delivering high-speed rail passenger service in California. While we build that line, we are also advancing design and environmental work statewide to prepare to expand the system to the Bay Area and to Los Angeles and Anaheim, as funding becomes available.

The Authority continues to invest in projects statewide that provide near-term regional mobility benefits and lay the foundation for high-speed rail service, including the Caltrain Electrification Project in Northern California and Link US at Los Angeles Union Station.



Instagram



Facebook



Twitter



LinkedIn



YouTube